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July 23, 2001

FAA-02-14246-13

By Facsimile and First Class Mail

Mr. David L. Bennett
Director, Office of Airport Safety and Standards, AAS-1
Federal Aviation Administration
800 Independence Avenue, S.W.
Washington, D.C. 20591

**Re: New Orleans Lakefront Airport
Request for Extension of Time to Submit Final Application for
Participation in the Airport Privatization Pilot Program**

Dear Mr. Bennett:

The Board of Commissioners of the Orleans Levee District (the "Board") hereby requests an additional extension of time to submit its final application for an exemption under 49 U.S.C. § 47134 with respect to the proposed privatization of New Orleans Lakefront Airport. On April 11, 2001, the FAA orally granted the Board an extension of time to file the final application through August 9, 2001. The Board respectfully requests that the due date be extended for an additional period of approximately 45 days, through September 24, 2001.

The Board has diligently pursued and earnestly desires to continue its efforts to privatize New Orleans Lakefront Airport under the Airport Privatization Pilot Program. As the Board has previously reported to the FAA, the Board's Airport Committee has accepted a recommendation by the consultant retained by the Board, Infrastructure Management Group, Inc., that TBI Airport Management, Inc. ("TBI") and American Airports Corporation ("AAC") be considered as final bidders in the airport privatization process. Both bidders have submitted long-term lease proposals and the Board has actively engaged in follow up meetings and negotiations with these bidders.

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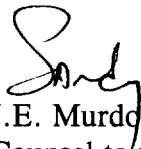
The Board tentatively planned to make a final vote to select between the two bidders on July 18, 2001.

A determination as to the financial responsibility for a certain necessary reconstruction project at Lakefront Airport has complicated the privatization lease negotiations. The Board, through counsel, has sought clarification from the FAA as to whether or not this project would be eligible for Airport Improvement Program (AIP) funding. If it is not, then funding would need to be provided by the Orleans Levee District, or otherwise addressed in the lease with the privatization bidders. Although counsel for the Board received general advice from the FAA concerning AIP funding eligibility for projects of this nature on July 13, 2001, resolution of this matter with a sufficient degree of certainty required additional evaluation time. A determination as to the financial responsibility for this project was recently delivered and its bearing on the final lease terms and the willingness of both bidders to proceed with privatization negotiations have yet to be resolved.

In light of the circumstances presented above, the Board anticipates that it will require approximately 45 days beyond the current August 9, 2001 deadline to (1) make the final selection between the two bidders and (2) prepare and submit a final application to the FAA. Accordingly, the Board respectfully requests an extension of the due date through September 24, 2001.

Thank you for considering this request. Please do not hesitate to contact the undersigned counsel at (202) 663-8342 if you require additional information.

Respectfully submitted,



J.E. Murdock III
Counsel to the Board of Commissioners of
the Orleans Levee District
(for the privatization of
New Orleans Lakefront Airport)

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